TO-DAY'S NEWS IN BRIEF.

BUEINESS Local discount rates were easy, between and 6 per cent. Domestic exchange was

quoted as follows: New York, 30c discount bid, 30c discount asked; Chicago, 15c discount bid, 10c discount asked; Chicago, 15c discount billie and New Orleans, 16c discount bid, par

Wheat closed higher at 71%671% b. Dec., 151%c a. May, 71%672c No. 2 red; corn closed lower at 15%673%c a. Dec., 60%660%c a. May, 61c nominal May and 38%c No. 2 Northern. The local market for spot cotton was quiet

WASHINGTON.

Senator Burton of Kansas is active in behalf of his friends. President Roosevelt's family have moved into the White House

The Treasury Department purchased \$65,719 worth of bonds. Mrs. Roosevelt is expected to revive many of the social customs of the White House which were allowed to lapse owing to Mrs. McKinley's poor health.

The receipts from the war revenue act during the month of August, 1901, exceeded

A census report shows that the capital of the paper and wood pulp industry of the United States has almost doubled since 1890.

LOCAL AND BUBURBAN.

The World's Fair management is con-templating offering prizes for the best city "Giant Elm," which has stood near Belleville for over 500 years, has been cut

An army officer will be selected as chief of the World's Fair Police Department.

Lee Lee, a Chinaman, anxious to visit China and return, armed himself with the latest Treasury Department decision and in-structed the Federal officials how to issue

the necessary passports. Members of the Illinois World's Fair Commission will soon visit the World's Fair. Speaker Cronin, angered at being iden-tified with the hold-up of bills in the House The Finney memorial window at Lafay-ette Park M. E. Church, South, is com-

GENERAL DOMESTIC.

pleted and on view in the studio of

J. R. Wood, who drew the claim adjoining he townsite of Lawton, will appeal to the the townsite of Lawton, will appeal to the United States Court to remove the squatters from his property. Oklahoma territorial officials are planning

to bond the Territory for \$600,000 to redeem outstanding warrants.

Secretary of the Treasury Gage has gone of Colorado for a vacation. The Schley Court of Inquiry adjourned at

noon yesterday on account of the funeral of Judge Wilson, former principal attorney for Admiral Schley.

The Chicago Chief of Police has filed charges of unbecoming conduct a Luke P. Colleran, Chief of Detectives conduct against Franklin Murphy was nominated for Gov-ernor by acclamation by the New Jersey Republicans yesterday.

Abe Woody of Birch Tree, Mo., shot and killed Ed De Priert of Eminence, who, six years ago, killed the former's brother. Leon F. Czolgosz was yesterday sen-tenced to be electrocuted in Auburn State Prison in the week beginning October 28, for the assassination of President McKiniey.

FOREIGN. Boers are planning to establish a large lony in Old Mexico

A Paris newspaper reports a clash immi-nent between England and Turkey over control of the Persian Gulf. In August 1,876 children died in the Boe encentration camps in South Africa, SPORTING.

Philadelphia won the first game of a series with St. Louis by heavy batting in the eighth inning. White held the local team

The football season will open to-mor Cresceus failed in an effort to lower his record at Philadelphia yesterday. Edith W. trotted the fastest three conutive mile heats ever made by a mare

Winners at Deimar Park yesterday were Golden Easter, Ann, Wakita, Nearest, Fly-ing Eagle and Our Lady.

PAILBOADS

George Gould is actively interes pushing the Wabash extension into Pitts Homeseckers' excursions will be extended

to California on October 1 and 15. Officers are announced for the cons The Order of American Railway, Clerks

J. M. Barr has been made me ndent of the Erie

The Burilington, Cedar Rapids and North ern has submitted its annual report. Marine Intelligence.

New York, Sept. 3.—Arrived: Deutschland from Hamburg. Plymouth, Sept. 28.—Arrived: Columbia from New York, for Cherbourg and Ham New York, Sept. M.—Arrived: Servia, from

New York, Sept. 28.—Salled: Fuerst Bi narck, Hamburg, via Plymouth and Cher ourg; L'Aquitaine, Havre; Friedrich de

fours; L'Aquitaine, Havre; Friedrich des (frosse, Bremen, via Southampton, Queenstown, Sept. 3.—Arrived: Belgen land, Philadelphia, for Liverpool. Sailed September 2: Majestic, New York; West-ernland, Philadelphia (both from Liverpool) Antwerp, Sept. 3.—Sailed: Northwestern Chicago; Sept. 3.—Pennland, Philadelphia. Liverpool, Sept. 3.—Sailed: Tauric, New

Manrd, Sept. M.—Passed: La Bretagne New York for Havre. Liverpootd, Sept. 25.—Sailed: New Eng land, Boston via Queenstown; Vancouver Portland, Me. Rotardam, Sept. 28.—Sailed: Amsterdam Portiand, Ma Roterdam, Sept. 31.—Sailed: Amsterda Now Zork via Boulogna.

WILL ENGAGE COUNSEL.

Striking Transfer Teamsters

Contest Injunction Proceedings. resident Coleman of the St. Louis maters' Union yesterday assume-rge of the St. Louis Transfer Compan-tes for the striking teamsters.

He says all but one of the 300 men who truck are still out, and that the strikers will win if they have to stay out all winter Freetent Tansay of the St. Louis Transer Company says so far as his company is measured the strike is over. Testerday more than 30 loads of freight were delivered, and the company had all the new men a stat accessary to all the strikers places, to says.

he cays.

As soon as everything gets into good working order on this side of the river President Tamey will ask an injunction to severe interference by the strikers on the set side of the river, and hauling will begin that side of the river, and hauling will begin that the of the triver, and hauling will begin that the appear for them before the Circuit Court of the United States, October 7 when they have been ordered by Judge sidenas to show cause why the temporary restraining order lessed by him agains them about not be under permanent.

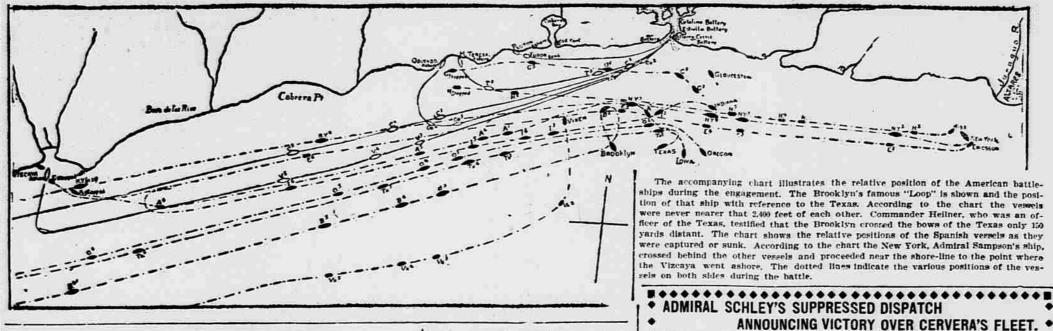
MRS. HOUSTON FORCE DEAD.

rominent in Social Life and Mem ber of Distinguished Family.

Mrs. Annie Lumpkin Force, wife of Hous-on T. Force, first vice president of the loogher, Force & Goodbar Hat Company, ited restarday ovening at 3 o'clock at her ome, No. 2005 Washington boulevard, after long libras. Mrs. Force was a member of the Jefferson hapter of the Daughters of the Confeder-ry, and of the Daughters of the American fevolution. Beside here husband five chil-fren survive her.

WANTED A CITT JOB—Enthias Mil-er, & years old, of No. 123 Chouteau eve-ue, was sent to the City Hospital for ob-ervation yesterday. He told Sergeant Daw-bn of the Mayor's office that he desired a try position and would not leave the of-te until he got it. Sergeant Dawson sum-moned Officer Byrne, who removed Miller to he hospital.

OFFICIAL CHART SHOWING THE BROOKLYN'S FAMOUS "LOOP."



SPANISH FLEET'S LOCATION NOT CONVEYED TO SCHLEY.

Captain Wise Trusted to Captain Sigsbee to Inform the Commodore That Cervera's Ships Were in Santiago Harbor-Schley Was Very Nervous and Anxious to Know Sampson's Intentions.

TESTIMONY IN BRIEF OF NEW WITNESSES BEFORE THE SCHLEY NAVAL COURT OF INQUIRY. •

· REPUBLIC SPECIAL. Washington, Sept. 26.-The principal point brought out to-day at the Schley . Court of Inquiry, and it was favorable to Schley, was the fact that Captain . Wise, who commanded the Yale, did not communicate to Commodore Schley the information which he had when he came up to the Flying Squadron in the retrograde movement from Santiago. He did not report to him the nature of the dispatch from the Navy Department, which he had received at Cape Haytien, and • he did not make known to the commander of the squadron the result of his observations while reconnoitering for a week in front of Santiago.

His explanation of this was that he had given all the information he posseed to Captain Sigsbee of the St. Paul, who went aboard the flagship, and who supposed would communicate the information to Commodore Schley He further said he had been diverted from going up to the Brooklyn by the orders he had received to take the Merrimac in tow.

These facts were brought out under the cross-examination of the witness by Mr. Rayner. Captain Wise admitted, however, that he had signaled several times to the Brooklyn, regarding the collier, and that at one time the Brooklyn had signaled to the Yale to come withing halling distance. Captain Wise's testimony was concluded and two other witnesses were

placed upon the stand. The evidence given by William C. Gray, who was chief machinist on the Texas during the battle of Santiago, was brief and tended to show that the engines on the Texas were reversed. Rear Admiral Cotton was also placed upon the stand to correct his testimony of yesterday, and was also questioned briefly in regard to points omitted in his .

Washington, Sept. 25.-The Schley Court of Inquiry was in session for only an hour and three-quarters to-day, adjourning at 12:45, in order to permit its members and others engaged there to attend the funeral of Judge Wilson, late chief counsel for Ad-

· original statement.

miral Schley. Captain Wise concluded his testimony Admiral Cotton made a brief statement on recall, and Lieutenant Spencer S. Wood, who commanded the dispatch boat Dupont during the Spanish war, began his testi-

Machinist Gray, who was in charge of the starboard engines on the day of the battle off Santiago, also testified briefly. He said that on the day of the battle the starboard engines were stopped and the machinery reversed

able length, as to what he had done before the arrival of the Flying Squadron off Santiago, towards locating Cervera's fleet in the harbor. He said that, while he had satisfied himself of the presence of the Spanish fieet, he had been content to communicate his knowledge to Admiral Schley, through Captain Sigsbee, not considering it necessary to make direct communication with the Commander-in-Chief.

Lieutenant Wood gave the particulars of his delivery of dispatches from Admiral Sampson to Admiral Schley on the 22d of May, while the Admiral lay off Clenfuegos. He said that Schley seemed very nervous and especially anxious to know what Samp son's intentions were. He had not concluded his testimony, when the court adjourned

for the day. BLUNT DENIAL OF

BLUNT DENIAL OF
ADMIRAL SCHLEY'S REPORT.
Captain Wise, who commanded the scout
ship Yale during the Spanish War, continued his narration of the retrograde movement of the Flying Squadron toward Key West on May 27. He first told of how the Yale had taken the Merrimac in tow under irection of Admiral Schley. He said that the Admiral had signaled, upon starting, to ask if there was coal enough to carry him to Key West, to which he had responded in the affirmative. On the next day he had reported, in response to an inquiry, that he had coal sufficient for two days of full teaming and for four days of moderate

He was then dispatched to Newport News He was then dispatched to Newport News, reporing to Admiral Sampson on the way. He had told Admiral Sampson, he said, that the Flying Squadron was about thirty miles west of Santiago. In response to a question of the Admiral he had said he did not know what it was doing there. In detailing the trip westward, toward Key West, the witness told of the breaking of the Yale's on the Merrimac. He said this had

"What was the difficulty?" asked Captain emly.
"Improper securing of hawser on the

errimsc."
"Was it due to tempestuous weather "Not at all."

"Not at all."

Mr. Hanna read the following extract from Admiral Schley's report of February 18 to the Committee on Naval Affairs in reference to the letter from the Secretary of the Navy of February 5, 1899, begin-

Jewell and Wise that although they had all been off Santiago de Cuba for a week, they had seen nothing of it (the Spanish fleet). and knew nothing of its movements or its

Whereabouts, etc.

He then asked Captain Wise if he had nade such a communication to the Ad-

miral.
"I did not," was the response.
"Did you ever give Admiral Schley any information respecting the Spanish squad-

"Only through Captain Sigsbee. I did no "Only through Captain Sigsbee. I did not go on board the Brooklyn at all. I gave Captain Sigsbee all the information I had."
"Had you been off Santiago for a week?"
"I was there from the morning of the 22d until the evening of the 25th, when the Flying Squadron arrived."

CAPTAIN WISE SAW NO SIGN OF THE SPANISH. Captain Wise was cross-examined on thi

point by Mr. Rayner. He asked: "From the morning of the 22d until the arrival of the Flying Squadron on the evening of the 28th, you were trying to get in touch with the enemy and watching the backer." my and watching the harbor?" "Yes."
"You saw nothing in there?"

"I could not see any barbor at all."
"You could see around the corner of Ca

"We saw the masts of a small Could not distinguish what it was,"

"You sent no one on shore to try to establish communication?"
"Not at all."
"Isn't the natural condition of the harbon

such that it is impossible to see consider-ably up the harbor?"
"You can see only a short distance up the

"And there was nothing in sight what

ever, was there?"
"Nothing at all." The witness had said that Captain Sign-bee had taken the dispatch beginning, "Get in touch with the enemy."

The court, through Admiral Dewey, asked:

"Was it your duty or Captain Sigsbee's to convey the Information in the dispatch re-ferred to, to Commodore Schley?"
"I think it was Captain Sigsbee's, as he

went immediately on duty, and I was inter-cepted by orders from the Commodore to take the Merrimac in tow." Squadron ask you for any information at "Nothing.

Mr. Rayner continued his questions, de-voting himself especially to the signaling between the Yale and the flagship. The witness said he was sure that on May 26, when he halled the Texas, he had not passed within halling distance of the Brooklyn, being one and one-half miles distant. Mr. Rayner read from a report made on May 30, by Admiral Sampson, in which he stated that Captain Wise had told him that he believed Santiago Harbor to be strongly fortified. "Is that true?" Mr. Rayner

OFFERED NO INFORMATION TO COMMODORE SCHLEY.

Captain Wise said, in reply to questions by Captain Parker, that he would at any time, when off Santiago, have been able to signal any information he might have had in regard to the situation. He had seen the masts of a vessel, and thought it to be a small military vessel. He had gone near enough to observe the land batteries.

In reply to an inquiry from the court, the witness said that the land batteries did not

fire upon the Yale while that vessel was reconnoitering the harbor. He also said that even though he had been the senior officer off Santiago prior to the arrival of Captain Cotton, he had not commanded Captain Sigsbee to give to Commodore Schley the information which he (Wise) had given to him (Sigsbee).

The questions by the court and the re-

plies to them were as follows: "Did the batteries at or near Santiago fire upon the Yale while she was reconnoit-"Not at all."

"Who was the senior officer off Santiago rior to the arrival of the Flying Squad-

"I was senior officer until Captain Cotto came on the 23d. He was there until the 18th, and I was senior officer on the 25th and the squadron came there on the 26th." "Did you direct Captain Sigsbee to give commodore Schley the information you had received from the Navy Department with regard to the whereabouts of the Spanish SCHLEY HAD INFORMATION

At this point Captain Wise was excuse and Admiral Cotton was recalled to make verbal corrections in the testimony previ-ously given by him. Admiral Cotton was questioned concerning some points of the Santiago campaign. He said that on the morning of May 31, after arriving from Kingston, he had gone aboard the Brook-lyn with dispatches for Admiral Schley. versation with Admiral Schley on the occa sion of that visit, he said: "He informed me that it had been ascertained that some, at least, of the ships of Admiral Cervera's squadron were within the harbor of Santiago; that they had been seen and were in sight, and, as a matter of fact, one of them was then in sight at the entrance to the harbor. In language as nearly as I can re-member he said: 'After dinner I am going to hoist my flag on board the Massachusetts and take her and go in for a pot shot at hose fellows."

Mr. Lemly: "Anything further?"
"There was, of course, some further conversation. I cannot recall the words, nor aside from what I have mentioned the particular subjects."

Wm. C. Gray, who was chief machinist to the Tayes during the battle of Santiago.

wm. C. Gray, who was chief machinist on the Texas during the battle off Santiago on July 3, testified that on that date he had been on duty at the throttle of the starboard engine of the battleship. He said that when he went to the engine-room the vessel was going ahead. "The next signal," he said, "was a stop; a minute afterwards to reverse. The engines were then reversed."

The witness said that the reversal was very brief, the revolutions not exceeding 100 and the time being sbort. He had, he said,

heard afterwards that the reversal was because they were passing the Brooklyn. Lieutenant Spencer S. Wood, who comnanded the dispatch boat Dupont during the Spanish war, was the next witness.

Lieutenant Wood related the particulars of his mission as a dispatch-carrier from Admiral Sampson, lying at Key West, to Admiral Schley, who was off Cienfuegos, He had left Key West on May 22 carrying

dispatches, of which the lowa carried dupli-

cates, and had reached Cienfuegos several hours in advance of the lowa. SCHLEY ANXIOUS TO LEARN

OF ADMIRAL SAMPSON'S PLANS.
"On my arrival," the witness said, went aboard and personally delivered the dispatches which I carried from Admirat Sampson to Commodore Schley in his cabin at 9 o'clock. He askel me Admirat Sampson's idea about where the Spanish squad ron was. I told him I did not know. He asked me of Admiral Sampson's intentions told him I did not know them. He told me he thought the Spanish squadron was there. He had heard firing and was almost convinced that they were there. The conersation was on the line to endeavor to find out from me what Admiral Sampson's plans were. I could give him no information." "How long were "ou on board the flag

"Until just before luncheon." "Have you anything further to state with

respect to this interview which will bear upon the subject of this inquiry?"
"The Commodore hesitated some about giving me coal. He did not think he could spare coal at first. I said it was absolute-ly necessary; that we were almost out of oal, having made the run from Key West He said: Very well; go below, and I will think it over.' I went below to the ward-room, and was afterwards called up and informed that they would give me coal. I had never before met the Admiral. He im-pressed me as being very nervous. He would get up, walk around, come back and sit down, and a number of questions he asked me about Admiral Sampson's inten-tions I was unable to answer."

"If I understand you clearly, you had no mowledge of the contents of the dis-

"Admiral Sampson did not tell me what was in them. He simply told me these were duplicate dispatches he was sending by the Iowa. These duplicates, he said, he gave to me because he thought the Dupont could make hetter weed I left after the could make better speed. I left after the lowa, passed her off Cape San Antonio and arrived in Cienfuegos some three or four urs before she did. I left Key West at 11:30 a. m. on the 30th."
"During this interview in which you

made some statements with respect to the Admiral's manner, had he read the dis patches? Did he read them in your pres-

"Did he advise you of their contents then T'
"He did not tell me positively what they

went immediately on duty, and I was intercepted by orders from the Commodore to take the Merrimac in tow."

Mr. Hunt: "Did you receive any inquiry or did the commanding officer of the Flying the commanding officer of the Flying." gaw their contents and Admiral Sa ever told me what they were."
"I wish to ascertain exactly the particu-

lars of this interview."

lars of this interview."

"All the dispatches seemed to be of an important character, judging from the Admiral's manner upon receiving them, As I stated, he was very nervous."

Asked by Mr. Rayner if Admiral Sampson or any one else had informed him before he left Key West for Clenfuegos that a code of signals had been agreed upon between the American forces and the Cuban insurgents, Lieutenant Wood replied in the negative. He had not, he said, received such information officially, but he added that it was current talk at Key West that the Marblehead, on a previous trip, had established communication with the Cubans. If, however, a code had been arranged, he did not know of the fact.

Before Lieutenant Wood had concluded his testimony, the court, at 12:45, adjourned for the day, to permit attendance at Judge Willson's funeral.

FUNERAL OF JUDGE WILSON.

Many Persons Prominent in Offi cial Life Attended the Services.

cial Life Attended the Services.

Washington, Sept. 26. — Funeral services over the remaits of the late Jeremiah M. Wilson, chief counsel for Admiral Schley, and one of the best-known lawyers in the country, were held in the Church of the Covenant this afternoon.

The Reverend Doctor Tennis Hamlin read the burial service of the Presbyterian Church and briefly extolled the many virtues of the dead.

Among the honorary pallbearers were Secretary of Agriculture Wilson, General John M. Wilson, formerly Chief of Engineers; Justice Brewer of the Supreme Court; Admiral Dewey, Rear Admiral Schley, Senator McComas, General Shetwin of Boston and Justices Morris and Bingham of the District of Columbia judiciary. Interment was in Oak Hill Cemetery. well satisfied with the showing the
 Shamrock made, and hope for better
 Shamrock made, and hope for better
 be said that when one boat went about the rict of Columbia Judi n Oak Hill Cemetery.

PRESBYTERY ADJOURNED. Permanent Committees Appointed

confident that Captain Sycamore and
his men will prove their ability during the races." -Rev. C. E. Hickok Elected. REPUBLIC SPECIAL. Centralia, Mo., Sept. 26.-The Missouri

Presbytery closed its meeting here to-night. The following appointments were made in the permanent committees of the presby-

the permanent committees of the presbytery:

The Reverend Franc Mitchell was added
to the permanent committee on the American Bible Society

The Reverend W. T. Harrison of Fulton
was added to the Examining Committee of
Church History.

The Reverend W. W. Elwang and Walter
Williams, both of Columbia, Mo., were appointed a permanent Committee on Ministerial Rellef.
Laddonia, Mo., was chosen as the place was the cause of the failure of the race. It did not give the boats a fair trial." Barr and the crew. The fluky wind the starting gun had sounded Columbia, on the starboard tack, crossed the line ahead. The Columbia was to windward of the

isterial Relief.

Laddonia, Mo., was chosen as the place for holding the next stated meeting of the presbytery, and the time for the same was fixed for the first Monday in April, 1902.

The Reverend Doctor E. C. Gordon of Lexington, Mo., delivered an address.

The Reverend C. E. Hickok, pastor of the Centralia Church, was elected moderator of the next stated meeting of the presbytery.

The presbytery will hold an adjourned meeting in Fulton, Mo., on Monday evening October 7. Shamrock, the official time being:

MRS. MARY BLY INJURED.

Three Ribs Fractured in Collision Other Accidents.

Mrs. Mary A. Bly of No. 998 Brooklyn street sustained fractures of three ribs in a street car collision at Twentieth street and East Grand avenue shortly before noon yesterday. She was a passenger in a Belle-fontaine car, which struck a Grand avenue

The accompanying chart illustrates the relative position of the American battleships during the engagement. The Brooklyn's famous "Loop" is shown and the position of that ship with reference to the Texas. According to the chart the vessels were never nearer that 2,400 feet of each other. Commander Heilner, who was an officer of the Texas, testified that the Brooklyn crossed the bows of the Texas only 150 yards distant. The chart shows the relative positions of the Spanish versels as they were captured or sunk. According to the chart the New York, Admiral Sampson's ship, crossed behind the other vessels and proceeded near the shore-line to the point where the Vizcaya went ashore. The dotted lines indicate the various positions of the vessels on both sides during the battle.

* ADMIRAL SCHLEY'S SUPPRESSED DISPATCH

· REPUBLIC SPECIAL Washington, Sept. 26.-When the Colon had surrendered, at the close of the ◆ naval battle off Santiago, Rear Admiral Schley sent Lieutenant Commander • Sears, his flag Lieutenant, ashore with a cable message announcing the Spanish . defeat. He was overtaken by Lieutenant Commander Staunton of Rear Admiral . Sampson's staff, who stopped the Schley announcement and substituted the now famous dispatch from his chief, in which he announced that the squadron • under his command presented the destroyed Spanish fleet as a Fourth of July • · gift to the American people.

The dispatch that Admiral Schley tried to send has never been published, and • the reason it was not sent will be brought out in the Court of Inquiry. This .

"Santiago, July 3, 1898.-Secretary Navy, Washington, D. C., United States • of America: Spanish squadron came out of Santiago Harbor this morning, July • 3, at half past 9, and were all captured or destroyed in a running fight to the westward of about three and one-half hours. Very few casualties in our fleet. • Ellis, Chief Yeoman, killed, and one man wounded on the Brooklyn. Reports . from other ships not in yet. The commander-in-chief now • transfer of prisoners from the Cristobal Colon, which surrendered to the Brook-♦ lyn and Oregon, at a quarter past 1 p. m. Victory complete. Details later. Sev- ♦ • eral water-tight compartments of the Brooklyn filled with water. Probably • pierced or strained.

The story of this dispatch is said to be that, after the battle, Rear Admiral Sampson directed Lieutenant Commander Staunton to obtain reports of casualties • on the several ships and send a report of the battle to the Navy Department. • Lieutenant Commander Staunton got these reports and wrote the dispatch which has been so much criticised, beginning, "The fleet under my command." went ashore to file this dispatch and found Lieutenant Commander Sears at the cable office with Commodore Schley's dispatch. Lieutenant Commander Scars . ♦ asked him about sending Commodore Schley's dispatch and he is said to have ♦ • replied: "You know whether you ought to send a report, in the presence of a • I........

CALL RACE OFF WITH COLUMBIA LEADING.

Continued From Page One. not hold her white rival even. Slowly but surely Columbia forged ahead, pointing higher and footing faster, Shamrock tacked and tacked again, but Columbia went about with her each tir.e. and appeared to be the more nimble. Timed again and again by the experts she was quicker in stays by ten seconds.

The beat down the Long Island Coast

made a beautiful marine spectacle. The patrol fleet, under the direction of Captain Walker of the Revenue Cutter Service, maintained a perfectly clear field. Half a mile of revenue cutters and vachts, at an angle of four points from each side of the course, formed a right angle, changing di-rection as the yachts tacked. In the hollow of this angle, as if in a fence corner, there was no more interfer-ence with the yachts than if they had been

sailing in the middle of the Atlantic, while behind the fence on either side were the solid floating, moving lines of careening hulls, rail to rail, their smoking stacks making a black wall above them. On into the bucking seas the vachts went

spurting great geysers from their sharklike

New York, Sept. 26 .- "The wind was

so erratic that no one could judge the
 relative merits of the boats. I am

• weather on Saturday. The contest •

confident that Captain Sycamore and

promises to be a great one, but I am .

"Naturally, I am disappointed that .

there was no race. The Columbia got .

a good start, but the other boat may

get the lead next time. I am greatly ◆
 pleased by the work of Captain ◆

New York, Sept. 26 .- Immediately after

example. In order to get free from the back

ing her considerably, the Shamrock was kept broad off the wind and she speedily

Columbia 11:10:49. Shamrock. 11:11:01.

with a clean full.

wind with a clean full.

At 11:43 both yachts went on the starboard

tack. The little extra puff only lasted a few minutes and then it began to die away.

REPUBLIC SPECIAL

HOW THE YACHTS WERE HANDLED

Much the Same Tactics Were Followed by Both Skippers - Columbia

Responded Quicker Than Did Lipton's Yacht.

At 12:15 the yachts went on the port tack.
WHAT YACHT OWNERS
SAY OF FIRST CONTEST.
SIT Thomas Lipton.
REPUBLIC SPECIAL.
New York Sent 28 "The wind was

rock showed in front for the first and only ime during the race.

As the wind had hauled more to the

southward and had died down somewhat, Charlie Barr headed the Columbia off shore in the hope of meeting it. Instead he poked his nose into a dead calm, and for some minutes Columbia lay with her sails flapping, while the Shemrock, catching a slant of wind nearer shore, drew rapidly shead. But the victory was short-lived. The cant of the wind to the southward held and freshened to about six knots, mak-ing it from this point a close-hauled reach to the mark. The Columbia rapidly overtook her adversary, and Captain Sycame in desperation concluded to press on me

canvas by trying a larger jih topsail.

While the sailors were out on the bowsprit taking in the old and bending on the larger sails the Columbia went by the Shamrock as if she had been moored to the lock, making two feet to her one. From that time to the outer mark the Columbia gained stendily.

As she approached the turning point the

put his helm hard down and luffed are it. Then she filled away. Her great bal-loon jib broke out like a puff of smoke, On into the bucking seas the yachts went, spurting great geysers from their sharklike bows.

The American was undoubtedly the prettier boat. Her sky-scraping club topsail was not so high by eight feet as that of her rival, but she appeared more stately and graceful. She seemed a thing of life, lifting to the seas with less effort or plercing them with less fuss, while the heavier breasted Shamrock pointed and shivered them with the force of her impact.

The slender hulls of the racing machines looked too frail to carry the canvas which towered above them. Over 190 feet above the water line, a height equal to a modern ten-story building, the slender topmast yard of the Shamrock lifted her pyramid of canvas, but her 833 square feet more of canvas than the Columbia carried could not make her overtake the white beauty.

SHAMROCK SHOWS IN FRONT
FOR THE FIRST AND ONLY TIME.

It was directly off Long Beach Hotel. with its crowded plazzas, that the Sham-

Feeling Nervousness, unrefreshing sleep, despon

Dragged-Down

It is time you were doing something. The kidneys were anciently called the reins—in your case they are holding the reins and driving you into serious trouble.

Hood's Sarsaparilla Acts with the most direct, beneficial effect on the kidneys. It contains the best and safest substances for correcting and toning



rom the southward, as is quite frequently from the southward, as is quite frequently the case in the afternoon in this vicinity. But instead of a breeze the Columbia fell into the flattest of flat calms, while the Shamrock was enjoying the advantage of a gentle air, which had a good deal of propulsive power. Thus, for the first and only time in the mass the Shamrock was the time in the race, the Shamrock was the

leading boat.

At 1 o'clock both yachts were again on

At 1 o'clock both yachts were again on the port tack, with the Columbia a good eighth of a mile to leeward.

The breeze piped up a little merrier, and under its influence the Columbia crawled upon her rival, and, after a few more tacks, was once more ahead of the Scotch-bullt boat. It was a great piece of sea jockeying on the part of Barr to make up this leeon the part of Barr to make up this lecway, and it was generally regarded as be-ing admirably done. About 1:20 the wind ing admirably done. About 1:20 the wind shifted from east by north to east-south-east, which enabled the yachts to point up pretty nearly their due course to the outer pretty nearly their due course to the outer south of Jones Inlet, near East Rockaway. At 1:23 both craft took the hitch to star-board; at 1:31 they went on the port tack and again on the starboard tack at 1:37, standing on this leg about twenty minutes, when they went about until they made sure of fetching the mark on the starboard tack. COLUMBIA INCREASING HER

LEAD WITH EVERY MINUTE.

At 2 o'clock the Sharrock took in her jib topsall and set one slightly larger and of more stylish cut. It was a cause of won-der to the yachting experts why the splender to the yachting experts why the splen-did sails of the Shamrock, with her great-er area of surface, were not more effective. The canvas of the Columbia had considera-bly less spread, but it did excellent work. At 2:45 the mark was in plain sight of the naked cye, and the Columbia, increasing her lead every minute, was heading straight for it. When close to it the little jib top-rail was hauled down and a big ballooner rail was hauled down and a big ballooner sent up in stops to replace it. At 3:05:32 the Columbia tacked around the

stake boat, and, easing away her main sheet and breaking out her balloon jib top-sail, was steadled on her homeward course for Sandy Hook lightship. She made the best of the scanty wind, and, with sails perfectly trimmed, steered for the goal.

perfectly trimmed, steered for the goal.

The Shamrock made a very good turn, but was quite slow in setting her jib topsail, which was one of the variety known as "reaching" sails and not a ballooner. It was excellent judgment on the part of the experts on the Shamrock to set this sail, for the wind headed the Columbia soon after, making it a rather close reach to the home mark and rendering it necessary to take in the ballooner and replace it with take in the ballooner and replace it with one similar to that on the Shamrock.

The official time at the outer mark for

Columbia 2-05-22

Shamrock, 3:12:47.
The wind continued so light, and with no signs of breezing up, that it became clear that the race could not be concluded within the time limit of five and one half hours. No incident worth recording occurred until 4:40, when the Regatta Committee declared the race off. The Columbia was at this time about two miles distant from the Sandy Hook lightship. The Shamrock was a go

To sum up to-day's performance of the two yachts, it may be said that in light weather, such as prevailed to-day, the Shamrock proved to be no match for the Columbia. What she may accomplish with a good wind remains to be seen.

NO BETTING ON SHAMROCK.

Alluring Odds Could Not Temps British Money.

EPUBLIC SPECIAL New York, Sept. 26.—There was very lit-tle Shamrock money to be found in the city to-day. Most of the bets were on a basis of 5 to 4, favoring the Columbia. At the Rossmore Hotel there was some sporting blood, and two even \$100 bets were re-

Fred Ames of the Stock Exchange bet two races of the five. Allen, Wood and McGraw bet \$4,000 even on the defender, and Thomas Sherwood bet \$5,000 to \$3,500 against a pool of six that the challenger would go home without the cup. George Brookes bet \$750 to \$1,000 with A. H. Coonds.

ARE COMING TO ST. LOUIS.

Porto Ricans Will Study Commercial Conditions Here.

Nine representative business men of Ports Rico, delegated by the Governor of that island to come to the United States and commercial conditions, with a view study commercial conditions, with a view to establishing closer trade relations, will visit St. Louis next month and will be entertained by the Latin-American Club.

Drives to points of interest in the city, visits to the Merchants' Exchange, the wholesale houses and the various clubs, and a formal dinner, where leading business men of the city will be present, are included in the plans for the entertainment of the gentlemen from Porto Rico. A committee of three was appointed yesterday to arrange all the details. Members of this committee are J. E. Smith of Simmons Hardware Company, H. P. Knapp of Butter Bros, and E. C. Robbins, president of the St. Louis Well Machine and Tool Company.

Burlington Route

CAPTAIN BARR FAILS TO CATCH

other followed its example, except at 12:47,

Captain Barr probably did this in the ex-

pectation that the breeze must come in more

HOMESEEKERS' **EXCURSIONS**

TUESDAYS, OCT. 1st and 15th,

are the dates of Homeseekers' The challenger went on the port tack just after crossing and the defender followed her Excursions via the Burlington wind of her antagonist, which was retardkept broad off the wind and she speedily worked clear of her rival, going through the water very fast. The Columbia held her luff and it was noticed that when the two were close hauled the American yacht pointed higher than the Shamrock. At this time the wind freshened a little.

The Shamrock went about on the starboard tack at 11:28. The Columbia also tacked. The American board tacked in stays and gathers way faster than the Shamrock. At 11:35 the Columbia went on the port tack and crossed the bows of the Shamrock a good 300 yards in the lead. This was quite encouraging to the admirers of the American yacht, who had begun to fear for their favorite when they saw how fast the Shamrock footed when kept off the wind with a clean full. Route to points West and North-

For details of these excursions, apply City Ticket Office, Burlington Route, S. W. Cor. Broadway and Olive St., or General Passenger Agent Burlington Route, 604 Pine St.

SWELLEST DESIGNS.

DIAMONDS, JEWELRY, SILVERWARE.

DROSTEN'S. Watehon and Jawelry Re

7th and Pine Sts.